

## IN THE CLAIMS

Please amend the claims as follows:

Claims 1 through 26: **Cancelled**

27. (Previously presented) A method for operation of a rail-borne vehicle in a tunnel, whereby the vehicle is closely surrounded by the tunnel such that a substantial portion of the air displaced by the vehicle as it travels through the tunnel is not directed between the vehicle and tunnel, said method comprising directing the air displaced by the vehicle through the vehicle and back into the tunnel behind the vehicle, and wherein conduction of the displaced air through the vehicle is assisted with a turbine located within the vehicle.

28. **Cancelled**

29. **Cancelled**

30. (Previously presented) The method as in claim 27, wherein at least a portion of the air displaced by the vehicle is directed through an opening in the tunnel into a channel disposed outside of the tunnel.

31. (Previously presented) A track system for a rail-borne vehicle, comprising:  
a tunnel having an interior wall circumference closely matching an exterior profile of the vehicle such that a substantial portion of the air displaced by the vehicle as it travels through said tunnel is not directed between the vehicle and said tunnel;  
at least one channel located outside of said tunnel and connected to said tunnel interior by at least one opening between said channel and said tunnel;

whereby air displaced by said vehicle traveling through said tunnel is directed through said opening and into said channel; and

further comprising a turbine disposed to assist in conduction of air displaced by the vehicle, said turbine disposed within the vehicle.

32. (Previously presented) The track system as in claim 31, further comprising vehicle guidance add-on pieces attached to said tunnel interior wall.

33. (Previously presented) The track system as in claim 32, wherein said guidance add-on pieces comprise any combination of stator surfaces, lateral guide rails, gliding laths, or stabilizers.

34. (Previously presented) The track system as in claim 31, wherein said add-on pieces are configured for multiple functionalities.

35. (Previously presented) The track system as in claim 31, wherein said channel is configured as an emergency path for escape and rescue.

36. (Previously presented) The track system as in claim 31, wherein said channel is in communication with the outside environment such that displaced air within said channel is conducted to outside of said tunnel.

37. (Previously presented) The track system as in claim 31, comprising a plurality of said openings between said tunnel and said channel such that displaced air within said channel is conducted back into said tunnel behind the vehicle.

38. (Previously presented) The track system as in claim 31, wherein said opening is closeable.

39. (Previously presented) The track system as in claim 31, wherein said tunnel is configured for evacuation of air within said tunnel.

40. (Previously presented) The track system as in claim 31, wherein a cross-sectional profile of said tunnel is substantially identical to a cross-sectional profile of the vehicle.

41. **Cancelled**

42. **Cancelled**

43. (Previously presented) A track system for a rail-borne vehicle, comprising:  
a tunnel having an interior wall circumference closely matching an exterior profile of the vehicle such that a substantial portion of the air displaced by the vehicle as it travels through said tunnel is not directed between the vehicle and said tunnel;  
at least one channel located outside of said tunnel and connected to said tunnel interior by at least one opening between said channel and said tunnel;

whereby air displaced by said vehicle traveling through said tunnel is directed through said opening and into said channel;

further comprising a turbine disposed to assist in conduction of air displaced by the vehicle; and

wherein said turbine is disposed within said tunnel.

44. (Previously presented) The track system as in claim 43, wherein said turbine is disposed at an entrance to said tunnel.

45. (Previously presented) The track system as in claim 43, wherein said turbine is disposed at a meeting location within said tunnel between vehicles traveling in opposite directions within adjacent tunnels.

- 46. **Cancelled**
- 47. **Cancelled**
- 48. **Cancelled**
- 49. **Cancelled**
- 50. **Cancelled**
- 51. **Cancelled**
- 52. **Cancelled**
- 53. **Cancelled**
- 54. **Cancelled**
- 55. **Cancelled**